



PORT OF PORTLAND

DAILY DIARYPAGE 1 OF 3PROJECT Terminal 2 / Terminal 5 Maintenance DredgingCONTRACT NO. 52449/01D015CONTRACTOR Hickey Marine Enterprises, Inc.SUPERINTENDENT Greg SpeyerDAY OF WEEK & DATE: Sunday, December 16, 2001REPORT NO. 008WEATHER Partly Cloudy to Overcast with Light RainTEMPERATURE 46 - 55**NUMBER/CLASS OF CONTRACTOR'S PERSONNEL:****Hickey Marine** - Foreman, Operator, Tugboat Pilot, Pile Buck**MAJOR EQUIPMENT ON JOB (Size/capacity and hours):****Hickey Marine** - Sea Vulture Crane Barge, 7 Bin Dump Scow, Tugboat, Skiff**CHRONOLOGICAL ACCOUNT OF DAY'S WORK**

12:30 pm Per telecon with John Childs (Port Environmental), I informed him that the crane barge was not on site yet. Per telecon to Greg (Hickey), he indicated that the crane barge would arrive in about 20 minutes.

12:45 pm Hickey's crane barge arrived at Berth 501. I contacted Charles (Port Navigation) and informed him to sample for turbidity at 2:30 pm and 6:30 pm.

1:10 pm The dump scow draft was at 5 feet and 8.5 feet for the Bin No.7 and Bin No.1 respectively. Bin No. 1 had the screen partially over it and was nearly filled with water. I observed that there appeared to be no access for the pump to remove the water due to three large diameter tree trunks in the bin.

1:30 pm The dump scow was set and ready to load.

1:35 pm Hickey began dredging with the digging bucket in Area 1. There was no visible turbidity 200 feet downstream from the dredge bucket. The dredged material appeared to be sandy. The screen was over Bin Nos. 3 and 4. I contacted Charles (Port Navigation) and informed him to sample for turbidity at about 3:00 pm. I observed wood, cable, and other miscellaneous debris in the dredge material.

2:00 pm I went to the Port Building and picked up the new Project Plans for Berth 501 with added station numbers.

2:30 pm Per telecon with Marcel (Port Project Manager), I provided a project update.

2:40 pm Per telecon with Greg (Hickey), he indicated that he planned to dredge Area 3 tomorrow night and Tuesday night, and the barge slip Wednesday night.

3:00 pm Dredging continued in Area 1. There was no visible turbidity 200 feet downstream from the dredge bucket. I contacted Andy (Hickey) and informed him that the Berth 501 area needed to be dredged to 10 feet inland of the fender system as well. I met with Andy and gave him the new Project Plan with stationing. Per telecon with Greg (Hickey), we discussed the additional dredging inland of the fender system. He was not sure that he had enough room on the barge to complete the contractual work today. He will dredge the areas per the contract and any additional areas if there is room on the barge. I notified Marcel (Port Project Manager).

3:25 pm I observed the Port boat with Charles sampling water for turbidity testing downstream of the dredge bucket.

3:45 pm Hickey moved the dredging operation to midway of Area 2 and resumed dredging. I observed the Port boat upstream of the dredging operation.

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4:15 pm There was no visible turbidity 200 feet downstream from the dredge bucket.

4:20 pm Per telecon with Charles (Port Navigation), results of the turbidity tests were as follows:

Sampler	Time	Upstream Top	Mid	Bottom	AVG	Downstream Top	Mid	Bottom	AVG	Visual Difference
Charles Babitzke	1530	48.4	49.7	55.9	51.3	46.9	49.2	56.3	50.8	None

Note: Charles indicated that there could have been a flood tide.

4:40 pm Per telecon to John (Port Environmental), I confirmed that the turbidity levels were acceptable. Per telecon to Rob (Port Navigation Manager), I informed him that he should plan on Monday through Thursday day shift pumping. I will need to confirm the barge slip vacancy for Wednesday. Rob indicated that the turbidity samplers would be available for tomorrow evening. I notified Jeff (Port Dredge Captain) of the dredging schedule via voice message.

5:30 pm Per telecon to Randy (Columbia Grain), I provided an update of the tentative dredge schedule for Area 3 on Monday and Tuesday night and the barge slip on Wednesday night. I will call to confirm the barge slip availability on Tuesday.

5:40 pm The dredging of Area 2 continued at approximate Station 6+60. The draft of the dump scow was 8 feet at Bin No.7. There was no visible turbidity 200 feet downstream from the dredge bucket. The screen was over Bin Nos. 5 and 6. Per telecon to Andy (Hickey), he anticipated completing the dredging at 10:30 or 11:00 pm tonight. Per telecon to Charles (Port Navigation), I requested a 7:30 pm turbidity sample.

6:45 pm Hickey continued the dredging at Station 7+10. There was no visible turbidity 100 feet downstream from the dredge bucket. The draft at Bin No.7 was 9.5 feet.

7:30 pm Per telecon to John (Port CCM), we discussed inspection coverage during the night shift dredging schedule.

8:30 pm Hickey continued dredging in Area 2 at Station 7+60. The draft at Bin No.7 was 12.5 feet.

9:00 pm Per telecon to Charles (Port Navigation), he informed me that he was just returning to the Port Dredge due to rough water and numerous tugboats on the river.

~9:10 pm Per telecon with Charles the turbidity test results were as follows:

Sampler	Time	Upstream Top	Mid	Bottom	AVG	Downstream Top	Mid	Bottom	AVG	Visual Difference
Charles Babitzke	1930	47.5	55.8	58.0	53.8	48.4	49.7	65.7	54.6	None

9:20 Per telecon with John (Port Environmental), I confirmed that the results were acceptable.

9:30 pm I observed that the barge draft was 12.5 feet and 14 feet at Bin Nos. 1 and 7 respectively. Per telecon to Greg



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(Hickey), I inquired if the large diameter logs could be removed from Bin No. 1. He indicated that he would contact Darrell (Hickey Crane Operator).

9:40 pm Hickey moved the screen to Bin Nos. 2 and 3. There was no visible turbidity 100 feet downstream from the dredge bucket.

10:30 pm Dredging was completed for tonight. Hickey was cleaning the dump scow deck and screen prior to shut down.

10:45 pm Per telecon with Andy (Hickey), they were shut down for the night.

TESTS PERFORMED: \_\_\_\_\_

PHONE LOG: \_\_\_\_\_

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**SITE PHOTOS/VIDEOS TAKEN:**

**FORCE ACCOUNT WORK/ CHANGES ENCOUNTERED:**

INSPECTOR

**Frank Schmidt**

HRS

DATE \_\_\_\_\_

(signature on hardcopy)–